

The Hongkong Telegraph

(ESTABLISHED 1881)

NEWSERIES No. 8143

三月二十二年二統宣

WEDNESDAY, MARCH 23, 1910.

三拜禮

號三十月三英港香

516 PER ANNUM
SINGLE COPY 10 CENTS

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$15,000,000
RESERVE FUNDS—
Sterling.....\$1,500,000
Silver.....\$1,500,000
RESERVE LIABILITY OF PROPRIETORS.....\$1,500,000

COURT OF DIRECTORS:
H. E. Tomkins, Esq.—Chairman.
G. Balloch, Esq.—Deputy Chairman.
J. W. Bannock, Esq.
Hon. Mr. W. J. Gresson
G. S. Gubbay, Esq.
G. R. Leesman, Esq.
F. Lieb, Esq.
G. H. Medhurst, Esq.
R. Shewan, Esq.
H. A. Siebs, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.

MANAGER:
Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED 1.

On Current Account at the rate of 1 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 22d March, 1910.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL.....\$1,000,000
RESERVE FUND.....\$1,575,000
RESERVE LIABILITIES OF PROPRIETORS.....\$1,000,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 3 per cent. per annum on the daily balance.

On Fixed Deposits for 12 months, 4 per cent.

WM. DICKSON,
Manager.

Hongkong, 5th April, 1910.

YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP.....Yen 10,000,000
RESERVE FUNDS.....16,250,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKIO, KOBÉ, OSAKA, NAGASAKI, LONDON, LYONS, NEW YORK, SAN FRANCISCO, HONOLULU, BOMBAY, SHANGHAI, HANKOW, TIENTSIN, PEKIN, NEWCHANG, DALNY, PORT ARTHUR, ANTUNG, LIOYANG, MUKDEN, TIE-LING, CHANGCHUN.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 3 per cent. per annum on the daily balance.

On fixed deposit—
For 12 months.....4 1/2 per cent.
For 6 months.....4 per cent.
For 3 months.....3 1/2 per cent.

TAKKO TAKAMISHI,
Manager.

Hongkong, 12th March, 1910.

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hankow, Harbin, Kobe, Peking, Singapore, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Preussische Bank (Preussische Staatsbank)
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warshawsky & Co.
Mandelstern & Co.
M. A. von Rohdich & Soehne
Frankfurt
Jacob & H. Stern
Norddeutsche Bank in Hamburg, Hamburg.
Sak. Oppenheimer Jr. & Co., Koeln.
Bayrische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROBINSON & SONS.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DRUCKEREI BANK (BERLIN), LONDON AGENT.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

J. KULLMANN,
Acting Manager.

Hongkong, 1st March, 1910.

Banks.

HONGKONG SAVINGS BANK.

THE Business of this Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 4 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1907.

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP.....GOLD \$5,000,000
ABOUT MKK \$7,500,000

RESERVE FUND.....GOLD \$5,000,000
ABOUT MKK \$7,500,000

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADEMILL HOUSE, E.C.

LONDON BANKERS:
HANK OF ENGLAND,
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 3 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates—
For 12 months.....4 per cent. per annum.
For 6 months.....3 1/2 per cent. per annum.
For 3 months.....3 per cent. per annum.

No. 9, Queen's Road Central, Hongkong.

W. M. ANDERSON,
Manager.

Hongkong, 8th April, 1908.

Insurance

CHINA MUTUAL LIFE INSURANCE CO., LD., OF SHANGHAI.

DIRECTORS AND OFFICERS:
Alexander McClell, Esq., Chairman,
C. Stephenson, Esq.,
Lee Yang Su, Esq.,
J. H. McMichael, Esq.,
O. R. Burkill, Esq.,
J. A. Wattie, Esq., Manager Director,
A. J. Hughes, Esq., Secretary,
S. B. Neill, F.I.A., Actuary.

A STRONG British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies' Acts, England.

Insurance in Force.....\$3,054,152.00

Assets.....7,114,000.00

Income for Year.....\$873,834.81

Total Security to Policyholders 7,885,834.81

LEFFERTS KNOX, Esq., Hongkong District Manager.

B. W. TAPE, Esq., Canton, Macao and the Philippines District Secretary.

ALEXANDRA BUILDING, HONGKONG.

Hongkong, 1st December, 1909.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.45 p.m. Every 15 minutes.
2.45 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 15 minutes.

NIGHT GARS.

8.45 p.m. and 9 p.m. to 11.15 p.m. Every 15 minutes.

SUNDAY.

5.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 12.00 a.m. Every 15 minutes.
12.00 noon to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 3.00 p.m. Every 15 minutes.
3.00 a.m. to 7.00 p.m. Every 15 minutes.

NIGHT GARS on Week Days.

8.45 p.m. to 11.15 p.m. Every 15 minutes.

SPECIAL GARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, One Year Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 1st April, 1910.

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR SHANGHAI, MOJI, KOBÉ & YOKOHAMA

FOR SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES

FOR LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES

FOR SHANGHAI, MOJI, KOBÉ & YOKOHAMA

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FOR LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES

Shipping—Steamers

HONGKONG, CANTON, MACAO

—AND—

WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON: MONDAY, 21st March. 8.00 A.M. HONGKONG. 10.00 P.M. KINSHAN. 5.15 P.M. FATSHAN.

CANTON TO HONGKONG: TUESDAY, 22nd March. 8.00 A.M. HONGKONG. 10.00 P.M. KINSHAN. 5.15 P.M. FATSHAN.

HONGKONG TO CANTON: WEDNESDAY, 23rd March. 8.00 A.M. HONGKONG. 10.00 P.M. KINSHAN. 5.15 P.M. FATSHAN.

CANTON TO HONGKONG: THURSDAY, 24th March. 8.00 A.M. HONGKONG. 10.00 P.M. KINSHAN. 5.15 P.M. FATSHAN.

HONGKONG TO CANTON: FRIDAY, 25th March. 8.00 A.M. HONGKONG. 10.00 P.M. KINSHAN. 5.15 P.M. FATSHAN.

CANTON TO HONGKONG: SATURDAY, 26th March. 8.00 A.M. HONGKONG. 10.00 P.M. KINSHAN. 5.15 P.M. FATSHAN.

HONGKONG TO CANTON: SUNDAY, 27th March. 8.00 A.M. HONGKONG. 10.00 P.M. KINSHAN. 5.15 P.M. FATSHAN.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each Cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI," 1,265 Tons, and "SUI-AN," 1,265 Tons. Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

EASTER HOLIDAYS—SPECIAL CHEAP RATES.

HONGKONG-MACAO LINE.

FRIDAY, 25th. S.S. "SUI-TAI," 1,265 Tons. 8 A.M. 2 P.M.

SATURDAY, 26th. S.S. "SUI-TAI," 1,265 Tons. 8 A.M. 2 P.M.

SUNDAY, 27th. S.S. "SUI-TAI," 1,265 Tons. 8 A.M. 2 P.M.

MONDAY, 28th. S.S. "SUI-TAI," 1,265 Tons. 8 A.M. 2 P.M.

TUESDAY, 29th. S.S. "SUI-TAI," 1,265 Tons. 8 A.M. 2 P.M.

WEDNESDAY, 30th. S.S. "SUI-TAI," 1,265 Tons. 8 A.M. 2 P.M.

THURSDAY, 31st. S.S. "SUI-TAI," 1,265 Tons. 8 A.M. 2 P.M.

FRIDAY, 1st April. S.S. "SUI-TAI," 1,265 Tons. 8 A.M. 2 P.M.

SATURDAY, 2nd April. S.S. "SUI-TAI," 1,265 Tons. 8 A.M. 2 P.M.

SUNDAY, 3rd April. S.S. "SUI-TAI," 1,265 Tons. 8 A.M. 2 P.M.

MONDAY, 4th April. S.S. "SUI-TAI," 1,265 Tons. 8 A.M. 2 P.M.

TUESDAY, 5th April. S.S. "SUI-TAI," 1,265 Tons. 8 A.M. 2 P.M.

WEDNESDAY, 6th April. S.S. "SUI-TAI," 1,265 Tons. 8 A.M. 2 P.M.

THURSDAY, 7th April. S.S. "SUI-TAI," 1,265 Tons. 8 A.M. 2 P.M.

FRIDAY, 8th April. S.S. "SUI-TAI," 1,265 Tons. 8 A.M. 2 P.M.

SATURDAY, 9th April. S.S. "SUI-TAI," 1,265 Tons. 8 A.M. 2 P.M.

SUNDAY, 10th April. S.S. "SUI-TAI," 1,265 Tons. 8 A.M. 2 P.M.

MONDAY, 11th April. S.S. "SUI-TAI," 1,265 Tons. 8 A.M. 2 P.M.

TUESDAY, 12th April. S.S. "SUI-TAI," 1,265 Tons. 8 A.M. 2 P.M.

WEDNESDAY, 13th April. S.S. "SUI-TAI," 1,265 Tons. 8 A.M. 2 P.M.

THURSDAY, 14th April. S.S. "SUI-TAI," 1,265 Tons. 8 A.M. 2 P.M.

FRIDAY, 15th April. S.S. "SUI-TAI," 1,265 Tons. 8 A.M. 2 P.M.

SATURDAY, 16th April. S.S. "SUI-TAI," 1,265 Tons. 8 A.M. 2 P.M.

SUNDAY, 17th April. S.S. "SUI-TAI," 1,265 Tons. 8 A.M. 2 P.M.

MONDAY, 18th April. S.S. "SUI-TAI," 1,265 Tons. 8 A.M. 2 P.M.

TUESDAY, 19th April. S.S. "SUI-TAI," 1,265 Tons. 8 A.M. 2 P.M.

WEDNESDAY, 20th April. S.S. "SUI-TAI," 1,265 Tons. 8 A.M. 2 P.M.

THURSDAY,

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STREAMERS	TO SAIL
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"PRINZ LUDWIG" Capt. F. von Binterlin	About WEDNESDAY, 23rd March.
MANILA, NEWGUINEA, YAP, BRISBANE, SYDNEY & MELBOURNE	"PRINZ SIGISMUND" Capt. D. Leut	FRIDAY, 25th Mar., Daylight.
YOKOHAMA and KOBE	"COULEN" Capt. H. Raeger	About SATURDAY, 2nd April.
KODAT and SANDAKAN	"BORNEO" Capt. F. Samhill	Middle of April.

For further Particulars, apply to

NORDDEUTSCHER LLOYD

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 12th March, 1910.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.

TO and FROM JAPAN via SHANGHAI.

FOR	STREAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, OCEANIC	"Sailor"	Sailor	28th Mar., P.M.
MARSHALLS, VIA PORTS	"Tokio"	Charbonnel	29th Mar., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA, SALAZAR	"Magna"	Magna	11th April, P.M.
MARSHALLS, VIA PORTS	"Polynésie"	Broc	12th April, at 2 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia via Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £37 to up to £71.10. 30 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. THOMAS,

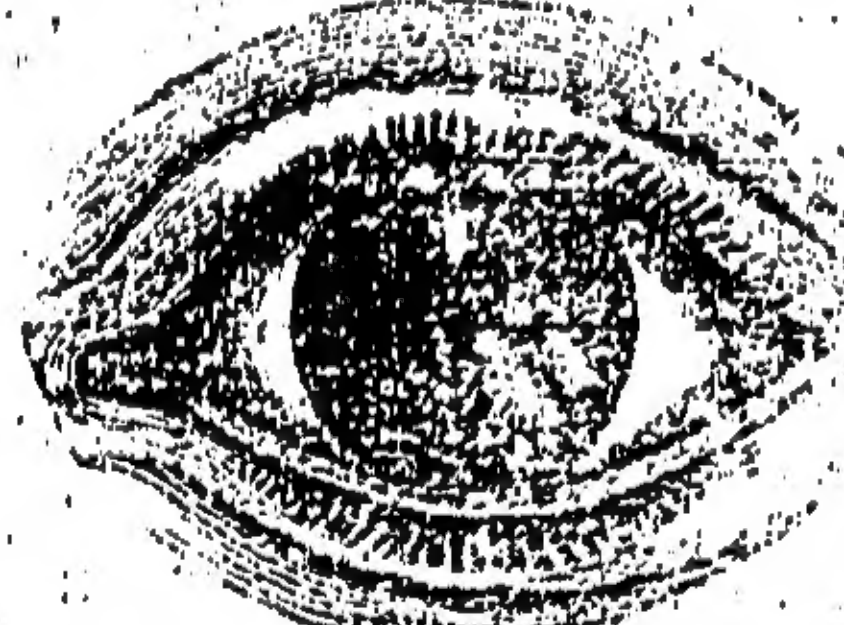
AGENT,

QUEEN'S BUILDINGS.

Hongkong, 15th March, 1910.

Intimations.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN.

CORNER OF D'AGUIAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, 10, Bedford Row, W.C. CALCUTTA, 59, Bechook Street. SHANGHAI, 566, Nanjing Road.

VETARZO BRAIN AND NERVE FOOD.

This remarkable compound, the result of the latest developments and achievements of modern chemistry, pharmacology, and therapeutics, is without equal in all cases of defective nerve power, whether induced by worry, overwork, unhealthy climate, dissipation, excess, youthful imprudence, or other influences incidental to the wear and tear of modern life. It is a powerful tonic, strengthening the brain, nerves, and muscles, and restoring the system to its normal state. It is a powerful tonic, strengthening the brain, nerves, and muscles, and restoring the system to its normal state. It is a powerful tonic, strengthening the brain, nerves, and muscles, and restoring the system to its normal state.

CAUTION.—Ask for "VETARZO Brain and Nerve Food," or "VETARZO Blood Medicine," whichever is required, and see that you get them, as unprincipled vendors often try to palm off inferior preparations (usually their own manufacture) for the sake of extra profit. Price is 1/6 per bottle. Every genuine bottle of these medicines bears the British Government Stamp with the words "VETARZO VERMIDON" impressed thereon. In the white letters on a red ground, by direction of His Majesty's Hon. Commissioners, Registered Trade Mark.

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Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK. No. 2 DOCK. No. 3 DOCK.

Docking Length..... 515 ft.	Docking Length..... 376 ft.	Docking Length..... 481 ft.
Width of Entrance... 80 "	Width of Entrance... 50 "	Width of Entrance... 63 "
Water on Blocks..... 28 "	Water on Blocks... 26 "	Water on Blocks..... 21-5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone Nos 876, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A, B, C, 4th and 5th Edt.

Liebers, Scotts,

A. L. and Watkins.

Yokohama, April 28th, 1905.

To Let.

TO LET.

IN No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

FIRST FLOOR of No. 4, DES VOUEX ROAD recently vacated by Institution of Engineers and Shipbuilders.

No. 9, PEAK ROAD "DEVONIA" containing 6 Rooms, Gardens, Tennis Court, Servants' Quarters.

ONE GODOWNS in MASON'S LANE.

Apply to—

DAVID SASSOON & Co., Ltd.

Hongkong, 8th March, 1910.

TO LET.

GODOWN, No. 4, PRATA, Kennedy Town.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 22nd October, 1909.

TO LET.

OFFICES and ROOMS on the 2nd Floor of No. 14, Des Vaux Road Central (formerly occupied by Messrs. Shaw, Watson & Co.).

Apply to—

THE COMPASS ROPE DEPARTMENT,

E. D. Sassoon & Co.,

Queen's Road Central.

Hongkong, 11th September, 1909.

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., Ltd.

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THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 3rd June, 1909.

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 2nd Floor.

9, MACDONNELL ROAD.

A HOUSE in WONG-NEI-CHONG ROAD.

A HOUSE in RYTON TERRACE.

OFFICES in YORK BUILDING.

No. 10, DES VOUEX ROAD CENTRAL, 1st Floor.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 12th March, 1910.

TO LET FURNISHED.

"TANTALLON" 136A, Barker Road. Rent \$225.00 per month. Seen by appointment only.

Apply to—

GODDARD & DOUGLAS.

Hongkong, 8th December, 1909.

TO LET.

NO. 3, CANTON VILLAS, Kowloon.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 14th February, 1910.

TO LET.

GODOWN, No. 14, DUNDRELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st June, 1909.

To Let.

TO LET—MODERATE RENTS.

SEMI-EUROPEAN FLATS. Praya East, corner of Observation Place, the Tram stop at the door.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 2nd March, 1910.

For Sale.

FOR SALE

AT GRACA & CO.

27, DES VOUEX ROAD.

ASIATIC POSTAGE STAMPS

and

VIEW POST CARDS.

Stamps in Sets, Packs, Bags and Single. Assortment of Stamps and Post Card Albums.

Postage Stamp Catalogues for 1910. Stock Books, Duplicate Pocket Books, Transparent Envelopes.

Tweezers, Magnifying Glasses, Perforation Gauges.

Novels, Books for parlour and household use. Toy Books for Children.

Prayer Books, Religious Pictures, Pendants, Medals, Statuettes, Flower Seeds.

Relief Scraps and Scrap Albums.

MANILA CIGAR AND CIGARETTES.

See, See, See.

Inspection invited.

Hongkong, 12th January, 1910.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask ex Factory.

In Bags of 250 lbs. net \$8.45 per Bag ex Factory.

Apply to—

SHEWAN TOMES & CO.,

General Managers.

Hongkong, 12th August, 1909.

Dentistry.

DR. M. H. CHAUN,

DENTAL SURGEON,

35, QUEEN'S ROAD CENTRAL, 1ST FLOOR, ROOMS 2 and 3.

From the University of Pennsylvania, U.S.A.

Telephone 126.

Hongkong, 27th January, 1910.

TAIN TIG

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEE.

Consultation Free.

Hongkong, 14th June, 1909.

RUBBER NOTES.

LIGHT RISES COMBINED WITH GREAT SCOPE FOR PROFIT.

The *Financial*, of February 22, says:—A very notable feature of the rubber market, certainly in the earlier period, was the almost entire absence of speculation on anything but the smallest scale, and even now, taking the market as a whole, the great bulk of the transactions represent investment. Recently, however, certain trust corporations have been formed, and their securities do possess a distinctly speculative element, and consequently show comparatively wide fluctuation of price. Regarding these, the outside operator who simply comes in with a general idea that rubber shares are things to make money may need a word of caution. Without in the least reflecting upon the management of holding companies, it may be pointed out that, outside the directorate, no one actually knows much regarding their investments in rubber-planting companies' shares, and the circumstances are such that even the directors might be tempted now and then into rash impulses in their desire not to lose the opportunities connected with new notions.

Taking, however, the market as a whole, it is decidedly one for the investor. The large capitalist would have difficulty in finding any class of investment offering such good prospects of satisfactory dividends combined with reasonable security. As to the small investor, if he is so ill-advised as to make a haphazard choice in his purchases, he may, of course, expect the unpleasant results likely to follow any sort of ill-considered transaction, but inasmuch as he can, by the exercise of a little common sense, easily get reliable advice, he can avoid obvious pitfalls, and get the opportunity of placing his money with the reasonable expectation of advantages that cannot be found in any other department of industrial securities.

RELATIVELY FEW DISASTERS.

Providing a would-be investor has sufficient capital to make a selection of several different rubber securities, his position will, of course, be proportionately safer; and in this connection the peculiar advantages of this industry appeal very strongly to the cautious man who, while discontented with the poor return afforded by ill-gidded descriptions, does not want to incur any uncomfortable risks.

It would be misleading to suggest that rubber-planting companies have not already, here and there, had serious set-backs, due to initial mistakes, or bad management, or such misfortunes as are inevitably connected with cultivation of any description. But, looking at the comparatively short time during which the great bulk of the planters have been actually at work, and the consequent unfamiliarity of the operation, it is really surprising that more disasters have not happened, and that more money has not been lost. It may even be assumed that the worst has been got through respecting plantation troubles, due to an imperfect acquaintance with the requirements of the trees, and the fact that the methods employed have necessarily been to a large extent experimental. During the last few years, however, rubber planting has been so closely studied by both botanists of high repute and practical planters of great experience that it is very unlikely that any calamities are in store where the management has been qualified on the technical side, and the directors have refrained from indulging in detrimental fads.

SAFE AND SURE.

With these qualifications, a well-placed rubber plantation, with adequate transportation facilities—which, by the way, as compared with many industries connected with the soil, need only be of the most simple description—offers a system of industry with exceedingly few risks. The growing of wheat and other cereals, of cotton, of almost every kind of tropical produce, involves possibilities of seasonal failure, with great attendant loss. Rubber is comparatively a safe and sure thing. The soil and the rainfall being suitable—and, of course, the plantation would not be in existence otherwise—the trees after the first year or two are usually quite able to take care of themselves against any natural casualties. Also, from the investor's point of view—the investor who can make judicious selection—it does not follow that a disaster on any one plantation in which he is interested will very seriously affect him. It is the average result from a group of companies, each managed, we will suppose, with average capacity, that has to be looked at. And in this respect, the immense difference between investments in rubber companies and investments in, say, cattle ranches, or sheep farms, or mines has to be noted. The output of rubber from any given group of plantations can be relied upon from year to year with almost more certainty than the output of wheat from a whole country, and, once established, improvement in quantity is continuous for quite a number of years.

ATTACKED BY A CROCODILE.

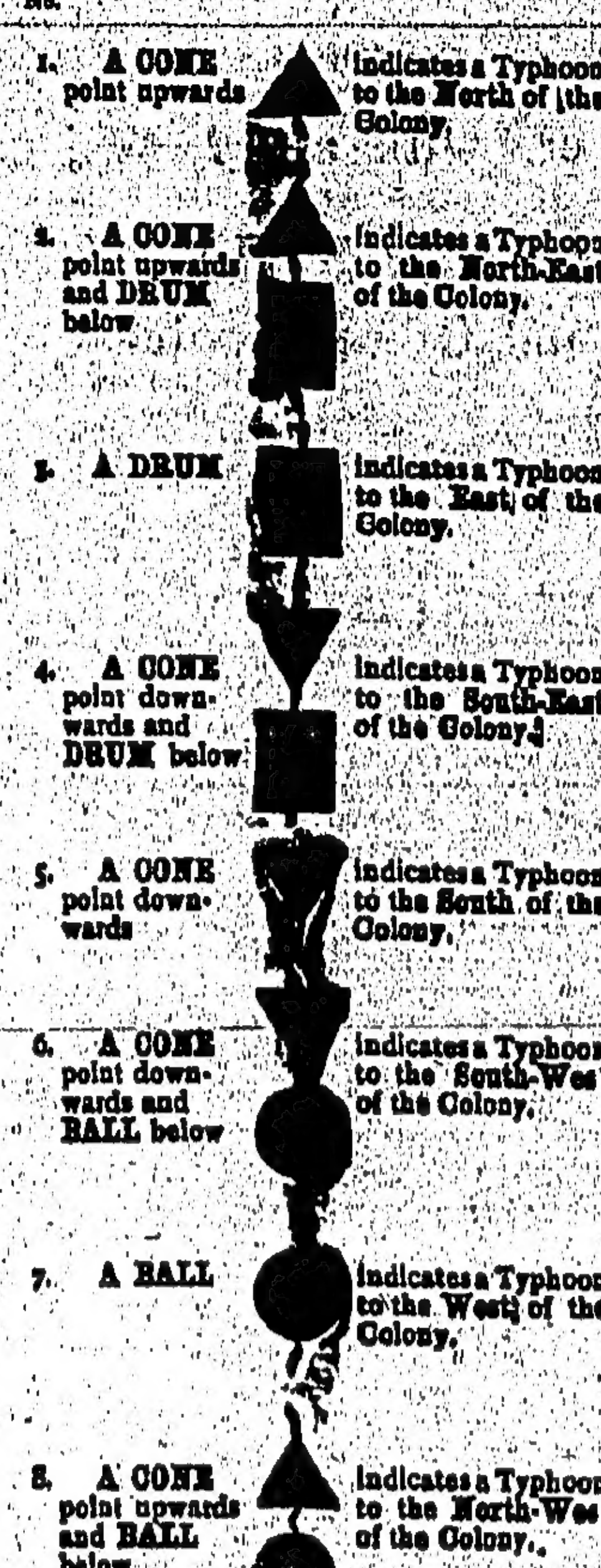
TRACKED AT KIPONG.

Last Monday evening at about 5 o'clock two coolies on the Kepong Estate, Kuala Lumpur were fishing in an abandoned mining hole a short distance from the messengers' bungalow. They had not been near the pool long when a crocodile seized one of the men by the leg. The reptile got a secure hold above the unfortunate man's knees and began dragging him under water. The other coolie caught hold of his friend and attempted to pull him out, but the crocodile drew both men into the water. The man who was first seized, Mr. D. Fraser, Mr. Fraser took his gun and proceeded as far as possible to the scene of the tragedy. When he got there, he caught a glimpse of a crocodile's head disappearing under the water, but there was no sign of his victim.

WEATHER FORECAST AND STORM WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.



Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal, indicates that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godowns Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. XII. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour:

Gap Rock, Aberdeen, San Ki Yuen, Stanley, Sai Kung, Shek Tin Kai, Cape Collinson, Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given in Ocean Vessels, on demand, by signal, from the Observatory.

Intimation.



A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER MANUFACTURERS.

SPECIALITIES:

DRY GINGER ALE.

LIME FRUIT CHAMPAGNE.

ORANGE CHAMPAGNE.

STONE GINGER BEER.

PALATABLE

AND REFRESHING.

Watson's

FRUIT SYRUPS

mixed with aerated or plain water make excellent refreshing beverages.

Guaranteed to be made from the pure juice of sound ripe fruit.

A. S. WATSON & CO., LIMITED.

HONGKONG and KOWLOON.

Hongkong, 21st March, 1910.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager. The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
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WEEKLY—\$18 per annum.

The rates per quarter and per annum, proportional Subscriptions for any period less than one month will be charged as for a full month. The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

BIRTH.

On March 18, 1910, at Shanghai, to Mr. and Mrs. Gavin L. Campbell, a daughter.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, MARCH 23, 1910.

THE CAMPAIGN AGAINST OPIUM.

The following is from the *Perak Pioneer* of 14th inst.:—The February number of *Britain's Opium Harvest*, the chief organ of the Home Anti-Opium Society, is now before us. The contents of the current number are chiefly devoted to the progress that is being made in the suppression of both the use and cultivation of the 'drug' throughout all the Chinese provinces. Being the organ of the Society, naturally, the various reports of the progress that is being made in the 'suppression' are written from the most favourable point of view. To judge from the summing up of most of them the success of the crusade for the extinction of the 'evil' would appear to be proceeding marvellously apace, with the exception of a few discordant notes here and there. Some of the reports, however, are rather conflicting. Whilst we read in one that 'the action of the Government in one province is being attended with complete success, we find, on the contrary, in another, and that in some of the largest of the provinces of the Yangtze, more poppy was grown last season than has ever been the case before! So far as can be ascertained no order has been issued forbidding the cultivation in such places. Among the introductory notes of the current number, it is stated that of the nine most staunch supporters of the movement in the House of Commons, previous to the General

Election, four succeeded in retaining their seats whilst five were unsuccessful. The descriptions given of the success and the manner in which the 'crusade' is being conducted, as we have already said, are naturally written from a 'rosy' point of view, still, many of them must be read with caution and accepted *cum grano sale*. Amongst the latter we would place the following instance quoted, tending economy and not destruction has always been known as one of the strongest traits of the Chinese national character:—A remarkable scene was witnessed on the execution ground at Yunnan recently, when no less than 20,000 ounces of prepared opium were publicly destroyed by fire, by order of the officials in the campaign for the total suppression of opium. An enormous crowd of people was present and the event was looked upon as the greatest public demonstration of the kind ever seen. The venality and indifference to the fate of others, possessed by the average Chinese Government provincial official, are only too well known. We should therefore feel inclined to place the following extract from another of the reports, in a similar category. At all events, should they be authentic, it would naturally be inferred that the agricultural classes are much entitled to what was as strongly insisted upon as the right of the Irish peasant, previous to the passing of the great Irish Land Act of 1881, viz. 'Compensation for disturbance.' We read that 'In many of the provinces the authorities showed energy. As a matter of fact, the order forbidding the cultivation has been actively carried out, and the crops have been destroyed and torn up by the root.' The terrible ravages caused from time to time in many parts of China, by famine, are only too frequent occurrence, and it is extremely doubtful if the 'virtuous minded' Viceroys or Mandarin would destroy the natural resources of the country in the manner as described. It would appear to be a much wiser plan for the Government to purchase the produce. They could easily find a ready market for it abroad, in South America, the United States, Australia, Europe, etc. The amount so realised by its disposal, could be held in reserve to provide against future outbreaks of famine and pestilence, thus obviating the necessity of making appeals abroad for financial assistance. Waste is far from forming one of the characteristics of the Celestial nature. When the demolition was ordered of many of the older localities in Hongkong, during the last visitation of the 'bubonic' plague, even large quantities of eggs and bones were found beneath the beds. In his zeal to stamp out a supposed 'curse', 10,000 miles away, the home opium reformer is willfully blind to many similar evils only too prevalent in the streets of his own cities. Chinese women do not frequent opium dens but in the London gin palaces, the female frequenters, in many instances, outnumber the males. Even mothers may be seen giving intoxicants to children in their arms, one instance of which formed the subject of one of the cleverest of the drawings of the artist, Tenniel, who wrote underneath, the appropriate lines:

'See the degraded wretch we picture here. He blights the corn before it reach the ear.'

The total suppression of the drug in China will only lead to an increase in the import of alcoholic spirits. Already such is the case, and the native takes to it even if it be of a very deleterious quality. Only recently a considerable seizure of the same was made locally. The home enthusiast had better devote his attention to the next Licensing Bill. When the opium smoker has had his pipe, soporific feelings overcome him and he quietly retires to rest without disturbing anyone. On the contrary, as regards those who over-indulge in alcohol, they become more of the nature of the demon, are haunted by demons and straight jacks, padded rooms and strong opiates become a necessity. Amongst the rejected members was one of the most active workers, formerly Mr. now Sir R. Laidlaw, whose name is widely known in connection with an extensive firm throughout India, Burma and China. He formed one of the British delegates to the Conference held at Shanghai. Fate, however, was perverse. The serious faced, Sunday observant, kirk going Scotch constitution did not sufficiently reward the hon. member for his labours and he was rejected by a majority of almost 600. Appropriate consolation might have been found in the words of the immortal bard:—

'Blow, blow thou wintry wind, Thou art not more unkind Than man's ingratitude.'

LOCAL AND GENERAL.

The V. R. C. Sports will take place on the 23rd of April.

The English Mail of the 19th February has been delivered in London.

PRINCE TAI HUI draws a salary of Tls. 2,000, and Admiral Sir T. 1,500 as Navy Commissioners.

SIX weeks' hard labour was awarded a man at the Magistrate's Court for spearing 50 in the public street.

CORP. H. A. Sub of No. 1 Co., Hongkong Volunteers, is permitted to resign with effect from the 7th January.

GUNNER A. H. Young of No. 1 Co., Hongkong Volunteers, is permitted to resign with effect from the 8th March.

GUNNER J. D. Campbell of the Volunteers, having left the Colony without leave, is struck off the strength of the Corps.

It is proposed to hold a billiard tournament at Volunteer Headquarters. Members met this afternoon to discuss the proposal.

SERGEANT F. A. Bidden of the Volunteer Corps has been granted leave of absence for twelve months with effect from the 18th March.

The Waiwatu and the Army Advisory Council have decided that the press should be forbidden to publish any international or military affairs.

The final shoot for the "Russell" and "Secretary's" Cup by the Volunteers will take place at King's Park Range at 9.30 a.m. on the 27th instant.

The silk exs. *Tourane* which left this port on the 15th February was delivered in Lyons on the 21st instant. The delay was caused by the floods in France.

The *Dangkok Daily Mail* says:—The rates for passage to Chinese ports are one dollar per coolie by the N. D. L. steamers and six dollars per coolie by the O. S. N. Co.'s steamers.

H. M. surveying vessel *Morin* and the cruiser *Asura* were docked at the Admiralty Dock for the usual overhaul to-day. The torpedo destroyer *Hamby* was docked at Kowloon.

The case in which S. E. Allana is charging S. A. Marican with alleged conspiracy in an assault case again came on in the Police Court this morning and was formally remanded for two weeks.

A SCHEME is on foot for the erection of a 'bronze statue in honour of the late Prince Ito at Kanazawa, Kanagawa Prefecture, Japan. The statue will probably be erected in the precincts of the Shonnyoji temple.

The House of Representatives has passed the Foreign Land Ownership Bill as amended by the 'Seyukai', by which ownership is restricted to foreigners residing in Japan and to properly legalised persons approved by the Home Minister.

SIR Samuel Evans, K.C., formerly Solicitor-General, who was appointed President of the Divorce Court on March 7, has been made a Privy Councillor. Mr. Rufus Isaacs, K.C., who succeeded Sir Samuel Evans as Solicitor-General, has been knighted.

The House of Peers has received the Tariff Bill as originally proposed by the Government, opposing the amendments insisted upon by the 'Seyukai' which, *inter alia*, provided for enhanced duties on cereals. A joint conference will, in consequence, take place.

A CHINESE telegram says that a Chinese student from America has designed a new man-of-war and submitted it through the Ministry of War to the Navy Means and Ways Department. Prince Tsai Hui was greatly pleased and on the same day granted the designer an audience.

THE S.S. *Taihan*, with a cargo of coal from Hongkong to Swatow has foundered somewhere in the Lamook Islands and is reported to be a total wreck. The Danish salvage steamer *Proक्टर* left Hongkong for the scene of the disaster this morning.

THE CONTRACTS for the Australian and New Zealand *Drummonds* have been placed with the firms of John Brown and Company, Clydebank, and the Fairfield Shipbuilding Company, respectively. The displacement of each vessel will be 1,000 tons and they will cost about £1,000,000 each.

THERE were a number of prosecutions by the Sanitary Department at the Magistracy this morning. Inspector Allen prosecuted the licensee of a public tavern for not keeping the convenience in a clean condition after repeated warnings, and a fine of \$10 was imposed. A Chinese landlord was fined \$5 in respect of each of three summonses for failing to whitewash certain premises belonging to him.

LAST night, Detective-Sergeant M. O'Sullivan and a party of Chinese raided the servants' quarters at Fadder's Hill and arrested nine men who were discovered gambling on the premises. This forenoon, the leading spirit was fined \$30 for conducting a common gambling-house, seven were fined \$5 each while the remaining defendant was discharged. We understand that one man while trying to effect his escape through a window fell down and broke his leg and is at present confined in hospital.

THE other day a Chinese fitter in the employ of the Electric Light Company broke into the premises formerly occupied by G. Bertoloni in York Building, Chater Road, in broad daylight and tried to steal some brass fittings but was caught in the very act of decamping with his ill-gotten gains. The man gained access into the premises by unfastening the iron bars across the boards with a screw-driver and found no difficulty in getting in. This morning, he appeared before Mr. J. R. Wood, Second Police Magistrate, who personally proceeded to inspect the buildings and later in the day awarded the thief seven days' hard labour, at the same time remarking that had the defendant not been in regular employ, he would have flogged him severely.

CHINA TRADERS' INSURANCE COMPANY LIMITED.

DIVIDENDS DECLARED.

We are officially informed that subject to audit, the directors will recommend that a final dividend of \$1.50 per share be paid for account 1908 making \$1.50 per share for the year, and for 1909 an interim dividend of \$1.00 per share and a bonus of 10% on contributory premium.

The Opium Market.

RISING BY LEAPS AND BOUNDS.

HOW IT AFFECTS THE OPIUM FARM.

Apart from rubber, the all-absorbing topic on the local Rialto to-day is the phenomenal rise in the price of raw opium. In August last the price of Indian opium was below \$1,000 per chest; in September it had risen to a little over that figure; in October the price rose to \$1,200. Thence onwards the market price has steadily risen until at the beginning of this month it stood at \$2,000 per chest. During the first week of the month the price advanced slowly but steadily. Within the last few days it has gone up by leaps and bounds, averaging about \$100 per chest; and this morning it had reached the figure of \$2,500 per chest.

Needless to say, this enormous enhancement in the price of the raw drug had created a great deal of excitement in the market, and this is made all the more tense by the fact that the rise promises to be

STILL FURTHER ADVANCED.

Amongst local brokers there seems to be a consensus of opinion, indeed, that this increase in the price of the drug has come to stay for a long time to come at any rate. Whatever happens, the demand goes steadily on and upwards both in the Northern ports and in the Straits Settlements, and speculators are still anxious to secure stock on the local market.

The reasons which led to the enhancement of prices up till, say, four months ago were not exceptional, because prior to August of last year raw opium had reached as high as \$1,300 in the ordinary course of market operations; but the abnormal rise that has taken place since that time is held to be due to one cause in particular. It was not in the nature of things expected that the compulsory reduction of opium importation to the extent of ten per cent. would lead to a very serious disturbance of ruling rates, nor can this be said to have contributed greatly to the general trend. The real reason is stated to be that last year the

CULTIVATION OF THE POPPY had become practically nil in the great province of Szechuan. Previous to that, this cultivation had been stopped by Imperial decree in less than five provinces of the Empire, comprising Shanung, Kiangsi, Yunnan, Honan, and another of the north-eastern group; but whilst this cessation of the growth in these provinces had a distinct effect upon the output of raw native opium, such effect was entirely overshadowed by the results following upon the obliteration of Szechuan as an opium-producing country.

Definite figures for last year are difficult to obtain, but it is a matter of knowledge that in 1907, no less than 85 per cent. of the raw opium supply was supplied by China, the remaining 15 per cent. being foreign. Of this 85 per cent. Szechuan's contribution represented about one-half, so that it becomes at once apparent what an important effect must ensue upon the withdrawal of this province from among the number of the lesser poppy-growing tracts. This coupled with the enforced

TEN PER CENT. REDUCTION in importation of raw opium, appears, therefore, to be the real cause of the solid rise in the price of the commodity that has occurred within such a short period of time.

The question as to whether this enhancement in cost is to be maintained is, of course, one upon which it is only possible to conjecture in the dark. There are so many considerations to be taken into account that it is difficult to arrive at any definite finding, still the eagerness with which speculators are still buying up all the available supplies would seem to indicate that the market will remain high for a long time to come. In Hongkong, the stock is nearly all in the hands of the Chinese. The importers hold very little, it is said.

As time goes on, new and unexpected developments may arise. It is not outwith the bounds of possibility, for instance, that the Imperial anti-opium edict may yet be rescinded. Even when it was promulgated, there were many who doubted its absolute sincerity and although it is now in force there is no certitude that its prohibitory provisions are not being evaded. With regard to this latter aspect of the question, reports emanating from the interior provinces are somewhat conflicting in their nature, and according to some people the story of the Szechuan crop failure may be only a ruse to allow of

BEING accumulated in inland cities and in Canton, anticipatory of that rise which must inevitably follow upon the formation of a corner. All these considerations, however, are for the speculator himself to decide upon. One prominent Hongkong broker to-day expressed the opinion that, so far from the opium prohibition laws being salutary, they only paved the way to official corruption, extortion and smuggling.

THE OPIUM FARM.

As regards the Opium Farmer, the sudden rise that has taken place in the price of raw opium has come upon him like a thunderbolt. Since he tendered for the monopoly, the price has enhanced almost threefold. When the lease was advertised by Government for the 31st of August last year, raw opium was on the market at below \$1,000 per chest. The acceptance of tenders, however, was subsequently extended for a month and the lease was secured by Mr. Ho Shai-kei (representing the Tai-Yan Syndicate) at a rental of \$60,000 per month, or \$1,800,000 per year. As has been mentioned above, the highest known price to which raw opium had previously risen was \$1,300 per chest; and it may be taken for granted that the new Farmer's tender was based on something like this figure.

But even while the tender was under official consideration, raw opium had crept up gradually in value, and by the time that the new Farmer took over the lease on the 31st of August, the price had advanced to \$1,500. During the three weeks of his tenure of the

Farm, this figure has risen again to \$2,500 per chest, so that it is little to be wondered at that he should view the situation with

NOTHING SHORT OF ALARM.

Under the terms of his original contract he cannot continue to hold the lease for the specified period of three years without incurring enormous losses.

To some quarters it is affirmed that the rise in price of raw opium cannot affect the Farmer's revenue, as all that he has to do is to raise the price of prepared opium in proportion. But this assumption rests upon the ground that at the enhanced cost of the drug its consumption will remain the same in amount. This is hardly likely in theory nor is it true in fact.

In an interview with a representative of the *Telegraph* to-day, Mr. Chan Kai Ming, secretary of the Opium Farm, stated that the increase which they had been compelled to make in the price of prepared opium as a consequence of the enormously enhanced cost of the raw drug had most distinctly checked the consumption. It was only the rich man who could afford now to smoke the same quantity as he did before at three times the price. The less affluent consumer had to cut down his daily allowance; thus a man who beforetimes had smoked a leaf per day would reduce his quantum to five or six maces.

As regards the poor man, he would give up the practice of smoking very likely and take to eating opium pills—the most harmful way in which the drug could be taken. Those pills, which Mr. Chan explained, are comparatively cheap, are sometimes composed mainly of opium dross, which in previous times was generally sold back to the Farmer but was now kept by the consumer for his own use.

As an example of the enormous extent to which the use of opium pills had increased recently, Mr. Chan mentioned the case of one pill-seller in Canton whose takings had suddenly risen from \$5 to \$50 per day to \$500 or \$600—just tenfold.

THE FARMER'S OUTLOOK.

Mr. Chan said, was certainly not bright. If the present high price was maintained, it would be simply impossible to carry on. They stood to lose money heavily under existing conditions.

UNION INSURANCE SOCIETY OF CANTON, LTD.

INCREASED DIVIDENDS.

We are informed by the Union Insurance Society of Canton, Ltd., that, subject to audit the Directors will recommend that a final dividend of \$20 per share be paid for account 1908 making \$50 per share for the year, and for 1909 an interim dividend of \$30 per share and a bonus of 20 per cent. on contributory premium.

TIPS.

Once again a correspondent who has resided for many years in the East writes to us to suggest that something should be done to check the growing evil of 'tipping' on the mail steamers which run between Europe and the Far East. He states that when he last went home he had to give gratuities amounting in all to no less than £6 and, he adds, 'I couldn't with decency have got out of it for less.' When he returned, he travelled by the German mail and discovered that although the scale of 'tips' ran just as high, the number of persons who expected to receive them was considerably larger. The reform he recommends is the adoption of the system in vogue on the steamers of the Messageries Maritimes where, towards the end of the voyage, the maître d'hôtel brings round a book in which each passenger puts down a subscription—our correspondent affirms that it rarely exceeds twenty francs—and the total is divided up among all the stewards pro rata.

There is much in what our correspondent advances, and the subject is certainly topical at the present moment when the 'annual begins' (the fight of the profiteers) is just beginning. Passengers who travel home from the Far East and change to the mail steamer at Colombo are usually mollified rather more heavily than those who proceed direct, but the fact remains that the amount which the first-class passenger has to pay for ordinary attendance for three or four weeks is rarely less than £5 and this is certainly excessive. Of course, the remedy in the long run lies with passengers themselves, but in these days when the standard in such matters is set by the American millionaire and the Hebrew-Anglo-Chinese company-promoter, it is very hard to effect a reduction. At home and on the Continent, as we noticed when we were last in Europe, the nuisance is daily growing more intolerable; it has invaded the country house and, many a man, finds a week's shooting in Scotland more expensive than a fortnight at Monte Carlo. The old-fashioned English 'mildred' who did the grand tour in his calèche was usually liberal towards servants, but he never 'tipped' to the same ridiculous extent as the nouveau riche of to-day whose huge gratuities are the outcome, not of generosity, but of vulgar ostentation and love of display. Gradually, we may hope, it will come to be regarded as 'bad form' to 'tip' to excess, as it is certainly unfair to one's less wealthy fellows, and 'tipping' will once more find a proper and normal level. In regard to the lines of passenger steamers, however, not yet removed the ten per cent. surtax on fares, in spite of the fall in the price of coal, the traveller may reasonably assume that the great companies like the P. & O., the Orient Line, and the North German Lloyd, pay their stewards a fair living wage for their services and in that case the present rate of 'tipping' is ridiculously high. If, on the other hand, these men are expected to live on what they receive from passengers, it is high time that a system of remuneration should be introduced, degrading to their servants, and vexatious to their passengers, was abolished; for the present rate is high enough in all conscience to include maintenance. (Photo Courtesy.)

HONGKONG GYMKHANA CLUB.

FIRST MEETING.

The programme of the first meeting to be held at the Happy Valley, on Saturday, 16th April, (weather permitting) is as follows:—
1.—3.30 p.m. HALF MILE FLAT RACE.—For non-winning subscription griffins of the season 1909-1910. Weight for inches as per scale. Unplaced runners allowed 5 lbs. Jockeys who have won more than five races in Hongkong, Shanghai or Tientsin penalised 7 lbs. Entrance fee \$5; 1st prize: Presented, and prize: \$15. (Entrance fees to go to winner.)

2.—3.50 p.m. GYMKHANA STAKES.—Value \$100. Distance one mile. For all Chinese ponies. Catch weights at 10 st. 6 lbs. Winner of an open race or open griffin race 5 lbs. extra. Non-winning subscription griffins allowed 5 lbs. Jockeys who have won more than five races in Hongkong, Shanghai or Tientsin penalised 7 lbs. A cup called the Gymkhana Cup will be presented at the end of the season to be won by the pony/jockey most marks in the races for the Gymkhana Stakes at the Gymkhana meetings during the season, counting 4 points for a first; 3 for a second; and 1 for a third. The benefit of marks already scored 10 points with the pony on sale. Any winner of the race to carry 5 lbs. extra for each win in subsequent starts for the race, but in the event of a pony carrying the penalty 'not winning' 5 lbs. to be deducted next time he starts. Such 5 lbs. to remain deducted until he wins again when he will carry the full penalties without deduction. Penalties accumulative up to 25 lbs. Entrance fee \$5, and prize: \$25. (Half entrance fees to go to winner.)

3.—4.10 p.m. TENT PEGGING IN SECTIONS OF THREE.—Open to teams, mounted on China ponies, and composed of any three members of the Gymkhana Club. Three small cups to be presented to the winning team at each competition and at the conclusion of the season a trophy will be given to the team which scores the highest aggregate of points all meetings included. In competing for the small cups a competitor need not necessarily represent the same team on each and every occasion, but if competing for the aggregate trophy he can only represent one team during the season, that is to say, he must continue to compete for the team first selected by him and for no other. To provide for sickness, absence from the Colony, or for improvement of a team, new members may from time to time be introduced into a team, but in order to win the aggregate trophy two at least of the members composing the winning team must have competed in not less than three competitions. Entrance fee \$1 each man each Gymkhana.

The committee of the Gymkhana Club will appoint a judge who will judge this competition throughout the season, and whose decision shall be final. In the case of illness or absence of any judge, appointed the committee shall appoint a substitute.

4.—4.30 p.m. LADIES' NOMINATION. THREE QUARTERS OF A MILE FLAT RACE.—For all China ponies. Catch weights. Ponies to be nominated by a lady. The names of the ponies will be placed in one hat, the names of riders in another hat and drawn alternately. Ponies to be ridden by riders whose names appear at the same drawing. No pony to be scratched after entry except on account of sickness.

When entering for this event competitors are requested to give lady nominator's name and name of rider as well as pony. Entrance fee \$5. First and second prizes presented by the Gymkhana Club.

5.—4.50 p.m. ONE MILE FLAT RACE.—For subscription griffins of any season. Weight for inches as per scale. Winners of one race 5 lbs. extra; of two or more races 8 lbs. extra. Unplaced runners allowed 5 lbs. To be ridden by jockeys who have not had more than five winning mounts in Hongkong, Shanghai or Tientsin. Entrance fee \$5; 1st prize: Presented, and prize: \$15. Entrance fees to go to winner.

6.—5.10 p.m. ONE AND A QUARTER MILE FLAT RACE.—For all China ponies. Entrance fee \$5. First prize: Presented, and prize: \$15. (Entrance fees to go to winner.)

CANTON DAY BY DAY.

THE RECENT MUTINY.

[From Our Own Correspondent.]

Canton, 22nd March.
In connection with the recent mutiny of the new regiment 'The Iron Guard' (the last sustained by the Provincial Government), including the arms, ammunition and horses that are missing and the barracks that were destroyed and the expenditure incurred in suppressing the disturbance is estimated at about \$5,000,000.

NEW MAMMOI MAGISTRATE.

The newly appointed Mammoi Magistrate, Wong Ting, has appointed the 1st day of the 3rd moon on which he will assume charge of office.

LIKIN COLLECTIONS.

The collection of Likin dues in Canton during the last ten days of the first moon, as reported by the Likin officials, to the Viceroy, amounted to 19,842,250 taels.

CEMENT WORKS.

Taotai Lo Chi Lum has been appointed by the Viceroy to be managing director of the Canton Government Cement and Brick Factory, Pratas Islands.

PRATAS ISLANDS.

Commodore Li Lin has been yesterday with a scientific expedition and a number of workmen for the Pratas Islands, with the view to the development of the island.

A RAILWAY company, which has been the Chinese-Siam Steam Navigation Company, has been formed to connect the two countries.

SANDICROFT RUBBER CO.

ANNUAL REPORT.

The net profit for the period after making due provision for depreciation amounts to \$109,783.12 to which has to be added the balance of \$1,275.77 brought forward from last account making a total of \$111,058.89 available to 31st January, 1910, less interim dividends absorbing \$30,000 already declared.

Your directors recommend—
1. That a final dividend of 90 per cent be declared, making 150 per cent for the year and absorbing \$30,000.

2. That the sum of \$7,070.70 be placed to a sinking fund for the redemption of debentures.
3. That the sum of \$9,000 be transferred to reserve.

4. That the sum of \$3,000 be allocated as bonus to employees.
5. That the balance of \$4,077.19 be carried forward to next account.

CULTIVATION.

A detailed survey of the cultivated portion of the estate was made during the year which disclosed an area of 166 acres under rubber. Apart from two small blocks totalling 17 acres which are now being planted, there is no further land suitable for cultivation within the estate boundaries. The portion of the cultivation at 31st January was as follows:—
Planted 1908 70 acres blocks 1-4
" 1909 81 " " 2-3-4
" 1910 29 " " 5
" 1911 25 " " 6, 10
" 1912 65 " " 8, 9
" 1913 131 " " 7, 11, 13
" 1914 14 " " 14

Total 366 acres.

Extensions.—During the year the directors have acquired either by purchase or direct from government further lands adjoining the present cultivation amounting in all to approximately 697 acres. Your directors are of opinion that the addition of this area to the cultivation will considerably strengthen the position of the company. It is proposed to open up this land as rapidly as possible and in order to provide funds for this purpose the directors recommend an increase of capital. A notice summoning an extraordinary general meeting to pass the necessary resolution accompanied this report.

General.—The estate is now in excellent condition. Considerable expenditure has been incurred in the treatment of disease and the general sanitation of the estate. This work has been taken in hand very thoroughly and it is expected that the clearing of all dead jungle timber from the cultivation will be completed during the current year.

PARA RUBBER.

The output of dry rubber during the year amounted to 47,985 lbs. No. 1 sheet, and 25,377 lbs. of other grades or a total of 73,362 lbs. as against 57,760 lbs. in the previous year. 44,000 trees were tapped over 130 acres.

The following figures will be of interest:—
Average yield per tree per tapping lb. .0795
Average yield per tree per annum " 5.23
Average yield per acre " 561.34
Average yield per coolie employed " 2.46
Cost per lb. (labour only for tapping, opening trees and transport to factory) cents 16.00

The average prices obtained for the crop so far sold are 7s. 10d. for sheet and 5s. 9d. for scrap as against 4s. 4d. for sheet and 2s. 11d. for scrap in the preceding year. A portion of the crop was sold during the year under contract.

Rubber is in transit and in store at January 31, has been taken as to the portion since sold or contracted for at the actual price realised and as to the portion unsold at \$1 per lb.

Machinery.—The machinery installation is now complete with the exception of the new drying house and it is expected that the whole will be in working order shortly.

Management.—Mr. R. B. Murray has been in charge of the estate throughout the year.

Labour.—No serious difficulties have arisen in this respect although the Malay labour is as usual somewhat uncertain.

Finance.—The directors have recommended that the sum of \$30,000 be placed to reserve out of the profits for the year to meet the cost of developing the portion of the present area not yet in bearing and to complete the factory installation. It is proposed to meet the cost of the extensions contemplated by a new issue of capital.

Directors.—The board now consists of Messrs. M. E. Plimpton (on leave), E. H. Pratt, A. Gentle, F. E. Jago and W. W. Cook. In accordance with the articles of association Mr. A. Gentle retires, but being eligible offers himself for re-election.

Auditors.—Messrs. Derrick and Co. offer themselves for re-election.

F. E. JAGO, Chairman.

FURTHER CAPITAL.

An extraordinary general meeting of the company will be held at Winchester House, on March 23, for the purpose of considering and if approved, of passing the following resolutions:—
1. That the capital of the company be increased from \$500,000 to \$1,000,000 by the creation of 1,000 new shares of \$1 each to rank pari passu in all respects with the existing shares of the company.
2. That the Directors be and are hereby authorized to issue the said 1,000 shares forthwith at a premium of 50 per cent above the nominal value of \$1 per share to be paid in full on application.
3. That the said 1,000 shares be offered in the first place to existing shareholders of the company so far as practicable in proportion to their holding in the company.
4. That should any shares to which any shareholder is entitled under the preceding resolution not be taken up by such shareholder or should the directors be not able to be empowered to issue such shares to any other person at such premium as they may think fit.

ROYAL HONGKONG GOLF CLUB.

The Captain's Cup was played for at the Happy Valley from the 19th to 21st March with the following results:—

	Gross	Handicap	Net
E. J. Grist	81	4	77
H. S. Sweeting	88	9	79
Comdr. Penfold	89	10	79
Hon. Mr. W. J. J. Griston	96	16	80
S. S. Logan	98	18	80
G. M. Dalgety	98	16	82
Staff Paymaster Wilson	93	8	84

Winner of Cup, 41 Entries.

	Gross	Handicap	Net
A. P. Dashwood	93	18	75
J. Clark	78	2	76
A. W. Walkinshaw	78	scr.	78
H. S. Sweeting	88	9	79
Comdr. Penfold	89	10	79
Hon. Mr. W. J. J. Griston	96	16	80
S. S. Logan	98	18	80

Winner of Pool, 36 Entries.

THE DEVELOPMENT OF MANCHURIA.

AMBIDIOUS JAPANESE PROGRAMME.

An interesting statement has been made by Mr. Shirani, Chief of the Administrative Bureau of the Kwantung Government, outlining Japanese policy for the development of Manchuria. As will be seen from Mr. Shirani's remarks, it is suggested that a Japanese bank be formed for the purpose of advancing cheap money for industrial undertakings. We wonder if the necessary capital to establish such a bank could be raised in London? Judging from Earl Stanhope's remarks, quoted in Wednesday's issue, there would doubtless be quite a rush of British financiers anxious to invest in such an undertaking.

Mr. Shirani is thus quoted:—"Not being so very distant from the time of the Russo-Japanese War, all the Japanese equipments now in Manchuria are tainted with a military flavour, but there is no colour of necessity for continuing such a military state any longer. The Kwantung Government, by disarming Dairen and Port Arthur, and carrying out the evacuation of Japanese soldiery from Manchuria by degrees, is endeavouring to show its sincerity to the world in regard to the intention of exploiting Manchuria in a peaceful manner. As the first step in that direction, the Government intends to inaugurate engineering and chemical schools and other similar institutions for the purpose of developing the natural resources of Manchuria and Kwantung provinces, and has it further in mind to afford facilities to people in economic enterprises."

"Manchuria and Kwantung provinces are three times the size of Japan, containing from 30,000,000 to 40,000,000 inhabitants, and as regards the extent area of the fields operated by the people, even the Chinese Government is in ignorance. For instance, along the railway zone, from Dairen to Changchun, covering more than 700 miles, is no tract of land but is cultivated with care and skill, and the staple export big beans, through Dairen, Vladivostok and Yinkow has reached the amount of 18,000,000 *koku*, which figures—with the addition of the total amount of inland consumption—represent enormous values. The production of other cereals is put at between 3,000 and 4,000 *koku*, bearing testimony to the wonderfully fertile soil of Manchuria. As to minerals, the Fushun, Honkeiko, and Zetou coal-mines, which are well-known to the public, are but drops in the bucket compared with the iron-mines and copper-mines still lying undiscovered. The Government not only attaches importance to these inestimable natural products, but is anxious to build up some great enterprise on their foundation. The establishment of an engineering and chemical school above referred to is their intended object. Salad oil and lubricating oils are manufactured from big beans, and the residue is made into *y-y* and *mao*, while alcohol is prepared from barley grain and paper from the stems. The manufactures of glass and matches have a bright future before them also."

"The branch of the Specie Bank has control of the money-market of Manchuria, but it is only a commercial bank, and is not entitled to accommodate industrial enterprises with funds. Such being the case, Japanese merchants secure from usurers loans which are usually obtained at 3 or 4 per cent per month and at 40 or 50 per cent per annum in the case of sums ranging from ¥500 to ¥10,000. Of the Manchurian merchants numbering thousands, only 800 are doing business with their own money, which amounts to ¥3,000,000 in all, while others depend on usurers for the operation of their business. The authorities are doing their best to reduce the rate of interest by some means or other. Since last year, some members of the Diet have been petitioning the Government to establish a special bank in Manchuria but the latter has refused the request on the ground that Manchuria is not advanced in industrial undertakings, for which reason the practice of advancing loans is dangerous. But from the Manchurian point of view, the deficiency of adequate financial organs cannot but be held responsible for the non-development of its enterprises. Some time ago the Hakkaido and Formosa were provided with special banks of their own, and it is to be hoped that the same measure may be taken in Manchuria. The Chinese, on the other hand, are busy trying to obtain control of the financial circles by establishing a monetary org. in their desire to recover their lost rights. At this juncture it is a pressing duty to introduce a bank with a capital of over ¥10,000,000 in Manchuria as soon as possible, and to place Dairen and Port Arthur in North China on a par with Shanghai and Hongkong."

"The statement made by Mr. Shirani, Chief of the Kwantung Government, is of the 'last night' of the Chinese is very interesting. Japan's programme is to exploit Manchuria in a peaceful manner. As the first step in that direction, the Government intends to inaugurate engineering and chemical schools and other similar institutions for the purpose of developing the natural resources of Manchuria and Kwantung provinces, and has it further in mind to afford facilities to people in economic enterprises."

JAPANESE EXPLORERS.

VALUABLE MSS. DISCOVERED.

M. Ziecho Tachibana, a twenty-year-old Japanese explorer, has just passed through Bombay on his way to Europe, via Egypt, to place before the learned societies the vast number of valuable manuscripts which he has collected in the course of his wanderings from Peking to Kashgar.

Dr. Denison Ross, formerly of London University, now Principal of the Calcutta University, has had an opportunity of examining his manuscripts, and has pronounced them of great value.

At the site of Lu-lin, the capital of an ancient kingdom which flourished from 200 B.C. to the sixth century, M. Tachibana unearthed a number of valuable manuscripts. The most important find, it is stated, was an official letter from a Chinese envoy, who termed himself, "High Commissioner of the West in Country (Aile), by the way, unknown in Chinese history) to the Native Kings." The writer, it is conjectured, must have been an official of the after-Han dynasty, in which case the document cannot be more than seven or eight hundred years or so old.

It appears that exploration has a strong fascination for the Japanese, for only the other day three other Japanese were in Bombay on their way back from the Persian Gulf. They had travelled over a greater part of Asiatic Turkey and some parts of Persia, and were returning to Japan with a veritable treasure in the shape of photographs which they had taken in the different parts of Asia Minor and Persia.

HALLEY'S COMET.

GOOD OMEN FOR LIBERAL SUCCESS.

Halley's comet is evidently a democratic comet. Mr. Crommelin, the eminent astronomer of Greenwich Observatory, points out the interesting fact that at its last and present visit a dissolution took place, and that it found on its appearance a very large Liberal majority in power, and it remained long enough to see another Liberal majority returned.

This interesting statement was made by Prof. Hall Turner, Savilian Professor of Astronomy at Oxford, in a highly interesting lecture on Halley's comet at the Royal Institution.

Great historical events (he said) were associated with the later years in which the comet returned. The date 1065 would be noticed as that of the Norman conquest of England, 1531 was the year in which King Henry VIII. was declared head of the English Church, 1607 saw the foundation of Jamestown, with which the history of our last colony, the United States, might be said to commence, 1758 saw the birth of Nelson, and 1799 the battle of Quiberon Bay.

PROGRESSIVE COMET.

Mr. Crommelin, of Greenwich Observatory, had called attention to the curious parallel between the general elections in England in 1835 and 1910. The numbers of the parties at the previous elections and after the election in the comet year are curiously parallel:

	1835	1910
Liberals in previous	514	513
Liberals after election	385	497
Opposition in previous	144	157
Opposition after election	373	473

The comet of 65 was, perhaps, the sword men, flamed by Josephus as hanging over Jerusalem for a whole year together, which he took to be a warning of its impending destruction.

The return of 1436 originated, a false story (which grew with age, and would be hard to eradicate from the various literary channels into which it had found its way) that Pope Calixtus III. had cursed the comet. The true facts had been clearly stated several times, and it had been shown that the legend had no foundation.

There were comets which took thousands of years to return to the sun, it is said only 73 to 83 like Halley's comet. The greater part of this time they spend at a great distance, travelling so slowly as to be almost stationary. There must be thousands of comets which spend most of their time at a distance from the sun, hanging between successive journeys to him, while there may be millions—our knowledge was too imperfect to guide us.

MILLIONS OF WANDERING COMETS.

Since we see about three comets of long period per year, and we might miss several, there was not likely to be more, assuming them permanent members of the solar system. In forming a mental picture of the universe we should not forget to include a possible envelope of comets surrounding each star.

It was not easy to forecast with accuracy, said the professor, but the indications were in favour of a moderately bright appearance only in the latter part of May next, in the west after sunset. Halley's comet appeared to us on historical and sentimental grounds rather than because of its grandeur. In predicting its return in 1758, or thereabouts, Halley gave a sensational illustration of the consequences following from the newly-discovered law of gravitation which he had elicited from Newton.

TRIUMPH OF CALCULATION.

As the time drew nearer for the prophesied return there was intense excitement, and the fulfilment of the prediction was hailed as a great triumph. Moreover, it was suggested that the history of the comet might be carried backwards, and this had been done successfully as far as 240 B.C.

Comets were in old days not merely mysterious but terrifying. "Not only were their movements apparently arbitrary and incapable of prediction, but they were believed to bring disaster. Prof. Hoggins once quoted the words of De Bary, as recorded by Sylvester (1641): "There with long cloudy hair, a blinding star, threatens the world with famine, plague, and war." To princes, death; to kingdoms, many comets; to all states, inevitable misery. To nations, ruin; to men, shame, banishment, and death. To cities, storm; to cities, civil wars."

To-day's Advertisements.

FIRE INSURANCE ASSOCIATION OF HONGKONG.

NOTICE.

In accordance with Government Notification No. 80 of 11th instant all FIRE INSURANCE OFFICES will be CLOSED on the following days:—

FRIDAY, 25th March.
SATURDAY, 26th "
MONDAY, 28th "

By Order, A. R. LOWE, Secretary.

Hongkong, 23rd March, 1910. [273]

MARINE INSURANCE ASSOCIATION OF HONGKONG.

NOTICE.

In accordance with Government Notification No. 80 of 11th instant all MARINE INSURANCE OFFICES will be CLOSED on the following days:—

FRIDAY, 25th March.
SATURDAY, 26th "
MONDAY, 28th "

By Order, A. R. LOWE, Secretary.

Hongkong, 23rd March, 1910. [274]

BANGKOK RICE TRADE.

REGULAR REVIVAL APPARENT.

Under date 11th inst., the Bangkok Daily Mail writes:—"A regular revival in trade is becoming more and more evident in Bangkok of late. Shipping business is becoming more active and the local rice-mills are busy once more. This proves that a plentiful supply of rice and paddy is pouring in from the country and that the demand for it is brisk."

Local freight rates are going up, and we learn that some steamers left recently for Singapore carrying cargoes of rice at 2 1/2 cents per picul which is considered an excellent freight rate in this part of the world. A cargo of rice at this rate to Singapore, pays the steamer owners about 7 1/2 cents and upwards according to capacity. The return trips from Singapore generally average fifteen hundred to two thousand dollars. This is fine business and emphasises the fact that an abundant rice-harvest for Siam is one of the best things to which the country can aspire.

At present the fear is entertained that the usual rate at this season will more or less follow the rice harvest. In many districts the paddy is piled up in stacks, the farmers, not having time to have it thrashed and gathered in. This is chiefly owing to the slow, primitive methods in which harvesting is carried on in this country and which frequently expose the paddy cultivators to certain risks, both in time of sowing, as well as in saving their crops. Seeing that rice-growing is, and will continue to be the great source of Siam's wealth, it is of vital importance that it should be encouraged in every way possible.

In former years a crop of paddy could be had in the local market for about 10, 40, or less, and to-day it is sold at 10, 40, and upwards.

This proves better than anything else, the great and growing demand that exists for rice and this demand is increasing in all parts of the world. When rice is abundant money is plentiful and trade is brisk in all its branches. But we see by experience in Siam that in years of a poor rice-harvest, business and all lines of commerce suffer.

Keeping this in view, we cannot refrain from suggesting once more that in order to insure big harvests for Siam annually, it will be necessary to introduce modern labour-saving machinery into the country and to educate the farmer in its use.

Events Coming.

Wednesday, 23rd March.
Bandman Opera Co., "Waltz Dream" 9 p.m.

Thursday, 24th March.
Geo. P. Lammert, Auction sale of furniture, at 4, Old Bailey, 11 a.m.
China Sugar Refining Co., Ltd., Annual Meeting, at the offices of Jardine, Matheson & Co., Ltd., 11 a.m.

Friday, 25th March.
Bank Holiday.

Saturday, 26th March.
Bank Holiday.
Hongkong Hotel Half-yearly Meeting, 12.30 p.m.
Hongkong Regatta, 2 p.m.
Hongkong Football Challenge Shield final, 4 p.m.

Monday, 28th March.
Bank Holiday.
Luncheon Recreation Club Sports, at Race Course.
Boxing Tournament at Belle View Stadium.

Tuesday, 29th March.
Geo. P. Lammert, Auction sale of furniture, at the "Devonian" Park Road, 2.30 p.m.
Geo. P. Lammert, Property sale, 3 p.m.

Wednesday, 30th March.
Buffs Athletic Sports, Kowloon Cricket Club Chinese Commercial Co., Ltd., annual meeting at the offices of Egan and Hanton, Alexander Building, 4 p.m.

Thursday, 31st April.
H.K.A.A.A. Sports, Kowloon Cricket Club.

Monday, 1st April.
National Bank of China Ltd., Extraordinary meeting, 11.30 p.m.
Palham's Concert, at City Hall, 8.15 p.m.

Saturday, 10th April.
First Crematorium meeting.

Sunday, 11th April.
Y.C.O. Sports, at 100, 101, Club Ground.

To-day's Advertisements.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the THIRTY-SEVENTH ORDINARY YEARLY MEETING of the Society will be held at its Head Office, No. 2 Queen's Buildings, Hongkong, on WEDNESDAY, the 13th April, 1910, at Noon, for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1909, and of declaring Dividends, &c.

The TRANSFER BOOKS of the Society will be CLOSED from 3rd April to the 13th April, both days inclusive.

By Order of the Board, C. MONTAGUE EDE, Secretary.

Hongkong, 23rd March, 1910. [270]

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the FORTY-FOURTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, No. 2 Queen's Buildings, Hongkong, on WEDNESDAY, the 13th April, 1910, at 12.30 P.M., for the purpose of receiving the Report of the Directors, together with the Statements of Account to 31st December, 1909, and of declaring dividends, &c.

The TRANSFER BOOKS of the Company will be CLOSED from 3rd April to the 13th April, both days inclusive.

By Order of the Board, C. MONTAGUE EDE, Secretary.

Hongkong, 23rd March, 1910. [271]

A TOO STABLE.

HAS established a SHOEING FORGE at Leighton Hill Road where Horses and Ponies can be shod by EXPERIENCED SHANGHAI FARRIERS by arrangement. Shoeing of Horses and Ponies also undertaken at Kowloon on receipt of Owners' instructions.

PRICES:
At the Stables or anywhere in Hongkong, \$2 per animal.
At Kowloon, \$3 per animal.
A TOO STABLE.
Leighton Hill Road.
Hongkong, 23rd March, 1910. [272]

NORDDOTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship "PRINZ LUDWIG," Captain F. von Blosse, will leave for the above places TO-MORROW, the 24th inst., at 6 A.M. For further particulars, apply to NORDDOTSCHER LLOYD, MELOERS & Co., General Agents.

Hongkong, 23rd March, 1910. [273]

SALON-CINEMA THEATRE.

WYNDHAM (FLOWER) STREET, OPPOSITE GENERAL POST OFFICE.

BEST ENTERTAINMENT IN HONGKONG.

COMIC and DRAMATIC FILMS.

Miss JESSIE THORNE, Australian Sourette.

Miss DORIS MAULEY, New Songs and Dances.

Mr. CARL WALLNER, Whistler and Comedian.

DAILY CHANGE OF PROGRAMME, COMPLETE CHANGE TWICE A WEEK.

MONDAY and FRIDAY, DAILY TWO PERFORMANCES.

First commences 6.30 half-price. Second commences 9.15.

MATINEES EVERY SATURDAY and SUNDAY 4 p.m. Half-price.

Hongkong, 18th March, 1910. [26]

ENGLISH ALE & STOUT.

In Patent Jars of 1 to 5 Gallons.

The Beer is kept Fresh and Sound in these Patent Earthenware Jars for about Ten Days.

A Small Quantity can be drawn off for use from time to time.

SEND ORDERS EARLY.

ONLY A LIMITED NUMBER OF JARS RECEIVED.

\$1.25 per Gallon.

H. PRICE & CO., LD.

WINE MERCHANTS.

12 Queen's Road.

Telephone No. 135.

23rd March.

Shipping—Steamers

CANADIAN PACIFIC
RAILWAY CO.'S
Royal Mail Steamship Line.

"EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.
The only Line that maintains a Regular Schedule Service of
12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER
SAVING 7 TO 9 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., etc.
(Subject to alteration)
Connecting with Royal Mail Atlantic Steamers.

From Hongkong	From St. John, N.B.
"EMPEROR OF JAPAN"	"EMPEROR OF IRELAND"
SATURDAY, MAR. 26TH.	FRIDAY, APRIL 22ND.
"EMPEROR OF CHINA"	"EMPEROR OF IRELAND"
SATURDAY, APRIL 23RD.	FRIDAY, MAY 20TH.
"EMPEROR OF INDIA"	"ALLAN LINE"
SATURDAY, MAY 14TH.	FRIDAY, JUNE 10TH.
"MONTEAGLE"	"EMPEROR OF BRITAIN"
TUESDAY, MAY 24TH.	FRIDAY, JULY 1ST.
"EMPEROR OF JAPAN"	"ALLAN LINE"
SATURDAY, JUNE 4TH.	FRIDAY, JULY 23RD.
"EMPEROR OF CHINA"	
SATURDAY, JUNE 25TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.
Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).
Passengers for Europe have the option of going forward by way Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various ports of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commensurate being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port

Via New York

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. GRADDOCK, General Traffic Agent,
Corner Pedder Street and Pitya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION)

For	Steamship	On
MANILA	"YUNSHANG"	FRIDAY, 15th Mar., Noon.
SINGAPORE via AMOY	"CHUNSHANG"	SATURDAY, 16th Mar., Noon.
SANDAKAN	"MAUSANG"	MONDAY, 18th Mar., 4 P.M.
SHANGHAI	"WINGSANG"	TUESDAY, 19th Mar., 4 P.M.
SHANGHAI, KOBE & MOJI	"KOKSANG"	FRIDAY, 1st April, Noon.
MANILA	"LOONGSANG"	FRIDAY, 1st April, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	MONDAY, 4th April, Noon.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	FRIDAY, 8th April, Noon.

RETURN TOURS TO JAPAN (Occurring 24 Days).

The steamers *Kutang*, *Namung* and *Footang* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yokohama, Kobe, Osaka, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Koda, Lahad, Dato, Simpore, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to
JARDINE MATHESON & CO., LD.,
General Managers.
Telephone No. 215.
Hongkong, 22nd March, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"ARHUI"	26th Mar., 4 P.M.
SHANGHAI	"CHINHUA"	27th " Daylight.
MANILA	"FEAM"	29th " 3 P.M.
SHANGHAI	"CHENKAI"	31st " 4 P.M.
TIENTSIN	"KUKICHOW"	31st " 5 P.M.
SHANGHAI	"LINAN"	3rd April, Daylight.
MANILA	"TAKING"	5th " 3 P.M.
MANILA, ZAMBOANGA & AUSTRALIA	"TAIYUAN"	21st " 4 P.M.

Reduced Saloon Fare, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, twice weekly.

S.S. "LINTAN" and S.S. "SANDU".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloons.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Arak*, *Chosen*, *Linan*, *Chinkai*)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloons, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Moray Pier at 10 o'clock every Saturday night.

These steamers and passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Telephone No. 26.
Hongkong, 23rd March, 1910.

HONGKONG—MANILA.
CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 26th Mar., at Noon.
RUBI	2540	A. Fraser	MANILA	SATURDAY, 26th Mar., at Noon.

For Freight or Passage, apply to
SHEWAN TOMES & CO.,
General Managers.
Hongkong, 19th March, 1910.

Shipping—Steamers

"SHIRE" LINE OF STEAMERS
LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"FLINTSHIRE"

Captain G. G. Candy, will be despatched as above about 1st April.

For Freight or Passage, apply to
JARDINE, MATHESON & CO., LTD.,
Agents.
Hongkong, 22nd March, 1910.

"SHIRE" LINE OF STEAMERS
LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"GLAMORGANSHIRE"

Captain H. G. Norris, will be despatched as above on 1st April.

For Freight or Passage, apply to
JARDINE, MATHESON & CO., LTD.,
Agents.
Hongkong, 22nd March, 1910.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tonnage	Leaves
TACOMA via MOJI, KOBE and YOKOHAMA	"SEATTLE MARU"	6,182	WED'DAY, 20th April, at Noon.
	Capt. T. Saito		

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
ANPING via SWATOW and AMOY	"SOSHO MARU"	WEDNESDAY, 30th Mar., at 10 A.M.
	Captain T. Sugi	
SHANGHAI via SWATOW, AMOY and FOOSHOW	"BUJUN MARU"	THURSDAY, 31st Mar., at 8 A.M.
	Captain Y. Fusedo	
TAMSUI v. SWATOW & AMOY	"DAIGI MARU"	SUNDAY, 27th Mar., at 10 A.M.
	Capt. H. Mureyama	

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOSHU MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passengers, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 21st March, 1910.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1910.
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	"KANAGAWA MARU," Capt. G. H. Butler, Tons 7000 "HITACHI MARU," Capt. N. Matheson, Tons 7000 "MIYASAKI MARU," Capt. T. Mural, Tons 9000 "KITANO MARU," Capt. F. E. Cope, Tons 9000	WEDNESDAY, 23rd Mar., at Daylight. WEDNESDAY, 30th Mar., at Daylight. WEDNESDAY, 15th Mar., at Daylight. WEDNESDAY, 27th Mar., at Daylight.

VICTORIA, B.C., & SEATTLE: "KANAGAWA MARU," Capt. K. Kori, Tons 6500, SATURDAY, 19th Apr. From KOBE.

VICTORIA, B.C., & SEATTLE: "AWA MARU," Capt. T. Ishikawa, Tons 7000, TUESDAY, 10th Mar., at Noon; "YOKOHAMA MARU," Capt. K. Kawara, Tons 7000, TUESDAY, 26th April, Noon.

SYDNEY AND MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE: "YAWATA MARU," Capt. T. Sekine, Tons 5000, FRIDAY, 15th Mar., at Noon; "MIKKO MARU," Capt. M. Yagi, Tons 6000, FRIDAY, 15th Mar., at Noon.

BOMBAY, via SINGAPORE and COLOMBO: "TOSA MARU," Capt. Y. Nomura, Tons 6000, TUESDAY, 5th April.

SHANGHAI, MOJI AND YOKOHAMA: "JOEYON MARU," Capt. Fred. Pyke, Tons 6000, MONDAY, 28th March.

NAGASAKI, KOBE and YOKOHAMA: "MIKKO MARU," Capt. M. Yagi, Tons 6000, WEDNESDAY, 15th Mar., at Noon; "WAKABA MARU," Capt. N. Nielson, Tons 7000, FRIDAY, 27th Mar., at Noon.

Fitted with new system of wireless telegraphy. Cargo only. Carried deck passengers.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days; to Kobe 5 days; and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Canton Road.

T. KUBUMOTO

Shipping—Steamers

JAVA-ASIATIC S.S. CO.

FOR SAN FRANCISCO (Taking through Cargo to Los Angeles).

THE Steamship

"STRATHSPEY"

will be despatched for the above Port on or about the 2nd April.

For Freight and further information, apply to—
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 22nd March, 1910.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN"

Captain McArthur, will be despatched as above on WEDNESDAY, the 6th April, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which secures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the spaciousness of the Company's have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 14th March, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.C., TACOMA & SEATTLE via MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
<i>Aymara</i>	4,303	J. Boyd	7th April
<i>Osorio</i>	4,657	F. W. Davis	11th May
<i>Kumera</i>	5,132	J. Mahie	5th July

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.
Queen's Buildings,
Hongkong, 4th March, 1910.

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG

FOR NEW YORK: S.S. "SIKH"

FOR NEW YORK AND BOSTON: S.S. "DACE CASTLE"

For Freight and further information, apply to
DODWELL & CO., LIMITED,
Agents.
Hongkong, 11th March, 1910.

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK (With Liberty to Call at the Malabar Coast).

THE Steamship

"INVERIC"

will be despatched for the above Port on TUESDAY, the 26th April.

For Freight, apply to
ARNHOLD, KARBURG & CO.,
General Agents.
Hongkong, 14th March, 1910.

CHARGEURS REUNIS (FRENCH STEAMSHIP COMPANY).

(ALL ROUND THE WORLD LINE).

REGULAR FREIGHT SERVICE TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-haul service from China and Japan to San Francisco.

THE Steamship

"ALVARO DE MENDI"

For further information apply to
ALVARO DE MENDI CO.,
General Agents,
Hongkong, 15th March, 1910.

Shipping—Steamers



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, GUYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN, PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERHAM GULY, CONTINENTAL, AWAH, GAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DEVANHA"

Captain H. Powell, carrying His Majesty's Mail, will be despatched from this for BOMBAY, &c., on SATURDAY, the 2nd April, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Almoola*, 9,305 tons, from Colombo, Passengers' accommodation in which vessel is second before departure from Hongkong.

Silk and Valuable, all Cargo for France and Tea for London, (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Almoola*, due in London on 13th May, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Consignee and Value of all Packages are required.

For further Particulars, apply to
E. A. HEWITT,
Superintendent.
Hongkong, 19th March, 1910.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"GREGORY APCAR"

Captain S. H. Belton, will be despatched for the above Ports, on FRIDAY, the 15th instant, at Noon.

For Freight or Passage, apply to
DAVID SASSOON & CO., LIMITED,
Agents.
Hongkong, 21st March, 1910.

Intimations.

KWONG FUNG YUEN,

HEAD OFFICE—No. 83, Des Voeux Road West.

TIMBER MERCHANTS, SAW MILL OWNERS, AND GENERAL CONTRACTORS TO H.B.M. Naval and Military Authorities.

I HAVE always on hand large stock of American Fir, Douglas Fir, Oregon Pine, Teak, Yacal, Hardwoods, Oregon Spar, Chinese Spar, Chinese Fir of all descriptions. Inspection invited to the Yards.

Best Terms. Quick delivery.

LEUNG TAI,
Managing Director.
Hongkong, 19th January, 1910.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.

CABINET-MAKERS AND ART DECORATORS, from Shanghai, and re-opened their FURNITURE STORE

No. 59, Des Voeux Road Central.

The only Shop in Hongkong with this name.

WHERE HIGH GLASS FURNITURE of every description can be made to order to any design required.

Have been patronized by the Hongkong Club, Hongkong, Hotel, Telegraph Office, Messrs. A. & C. Watson & Co. Firms and other leading establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture supplied.

Messrs. A. & C. Watson & Co. Ltd. were the first to patronize the above firm.

High class furniture in stock, and also a large quantity of the best quality of furniture for sale.

(Sd.) L. K. LOONG & CO.

15th May, 1910.

CHONG CHING LAM, Manager.

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CHONG CHING LAM, Manager.

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ROBBE ESTATE RETURNS.

	Jan.	Feb.	Total.
Allagar	2,000	1,850	3,850
Anglo Malay	49,306	49,718	99,024
Ayer Molek	1,344		
Ayer Kuning	200		
Baligowrie	8,607	7,596	16,203
Banteng	1,300	1,259	2,559
Batu Caves	6,100	10,124	16,224
Bertam	12,500	10,000	22,500
Bukit Kajang	2,146	937	3,083
Bukit Kajang	30,314		
Bukit Lintang	2,000	2,500	4,500
Carey United	5,550	6,000	11,550
Casfield	3,374	2,138	5,512
Changkat Serang	2,816		
Cocly	10,000		
Consolidated Malay	43,032		
Caledonia	20,000	4,700	24,700
Damaniana	14,795		
Edinburgh	4,050		
Federated (S'gor)	10,500		
F.M.S. Rubber	22,860	24,179	47,039
Gedong	5,000	7,500	12,500
Gleadow	850	1,045	1,895
Glenahel	1,893	1,719	3,612
Golden Hope	2,398	3,748	6,146
Gulconda	10,328		
Harpenden	3,045		
High & Lowlands	43,170	40,724	83,894
Inc. Keneb	13,137	11,144	24,281
Jebong	10,000		
Kalumpang	7,095		
Kamuning	6,400	5,600	12,000
Kempsey	2,154	2,324	4,478
Kepong	2,150		
Kuala Klang	1,744		
Kuala Lumpur	2,032	1,650	3,682
Kuala Lumpur	45,111	41,175	86,286
Labu	12,863	9,344	22,207
Labrador	28,657	20,558	49,215
Ledbury	8,048	8,020	16,068
Linggi	58,000	77,500	135,500
London Asiatic	8,912	7,555	16,467
Malacca Plant	27,000	27,000	54,000
North Hummock	18,883	(10 end 1909)	
Nova Scotia	5,150	4,900	10,050
Pajam	1,000	1,350	2,350
Patallang	14,190	33,542	47,732
Pegoh	2,528	3,043	5,571
Perak Plant	11,032		
Ranau			
Ribu Rubber	5,000	4,314	9,314
Rubana	10,350	9,870	20,220
Rubber Growers Ass.	2,314		
Sengai	4,168		
Selaba	3,000	2,100	5,100
Sungei Choh	2,850	3,150	6,000
Sungei Kapar	17,100		
Sandycroft	9,848	6,418	16,266
Seaford	9,000	8,500	17,500
Selangor	33,593		
Seremban	21,377	17,810	39,187
Senawang	4,270		
Shelford	4,000	5,700	9,700
Spore & Johore	8,465	6,316	14,781
Singapore Para	5,000	4,300	9,300
Straits Rubber	20,000		
Sumatra Para			
Sungei Salak	1,376	1,500	2,876
Tai Ayer	10,900	9,000	19,900
Tong	2,133		
Vallambrosa	36,000		

[From the end of February all totals are calculated for the calendar year instead of the financial year, which differs with many companies.]—Singapore Free Press.

COMMERCIAL.

TO-DAY'S EXCHANGE.	
Selling.	
London—Bank T.T.	1/10
Do. demand	1/10 1/2
Do. 4 months' sight	1/10 1/2
France—Bank T.T.	2/11
America—Bank T.T.	42 1/2
Germany—Bank T.T.	170 1/2
India T.T. demand	130 1/2
Do. demand	130 1/2
Shanghai—Bank T.T.	74 1/2
Singapore—Bank T.T. per H.K. 100 ..	74 1/2
Japan—Bank T.T.	50 1/2
Java—Bank T.T.	105 1/2
Buying.	
4 months' sight L/C	1/10 7/16
6 months' sight L/C	1/10 4/16
30 days' sight San Francisco & New York ..	45 1/2
4 months' sight do.	44 1/2
30 days' sight Sydney & Melbourne	1/10 1/16
4 months' sight France	2 1/2
6 months' sight do.	2 1/2
1 month's sight Germany	1 1/2
Har Silver	4 1/2
Bank of England rate	24 1/2
Sovereign	11 1/2

SHIPPING AND MAILS.

MAILS DUE.	
American (Asia) 24th inst.	
French (Océanie) 28th inst.	
Indian (Footscray) 29th inst.	
Canadian (Empire of China) 31st inst.	
Indian (Kunming) 1st prox.	

The B.K. Line's *Oceanic* arrived at Vancouver, B.C., on 21st inst.

The I. C. S. N. Co.'s *Re-koang* from Calcutta and the Straits left Singapore for this port on 21st inst.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 23rd at 12.05 p.m.—The barometer has fallen quickly in Japan, and risen considerably over China.

The depression is moving Eastwards over S. Japan.

A high pressure area now lies over the Yangtze valley.

Strong N. and N.E. winds may be expected in the Formosa Channel and over the northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending at 4 a.m. to-day, 0.00 inches.

FORECAST.

1.—Hongkong and Neighbourhood, N. and N.E. winds, strong; fair.

2.—Formosa Channel, same as No. 1.

3.—South coast of China between Hongkong and Looe, same as No. 1.

4.—South coast of China between Hongkong and Looe, same as No. 1.

Shipping.

Arrivals.	
Sabine Rickmers, Dut. s.s. 573, Fries, 22nd Mar.—Canton 21st Mar. Kerosine oil.	
Saxonia, Ger. s.s. 3782, T. Bahle, 22nd Mar.—Hamburg 23rd Feb. Gen.—H. A. L.	
Atlanta, Am. s.s. 961, E. de Oro, 22nd Mar.—Panama, P.I. 18th Mar. Ballast.—Mr. J. M. B.	
Kokoi Maru, Jap. s.s. 3,387, Y. Murakami, 22nd Mar.—Mol 16th Mar. Coal.—M. B. K.	
Fries Ludwig, Ger. s.s. 5704, F. V. Binar, 23rd Mar.—Bremenhafen 9th Feb. Meal and Gen.—M. & Co.	
Borneo, Ger. s.s. 1,344, F. Sembill, 23rd Mar.—Saddak 18th Mar. Timber & Gen.—M. & Co.	
Anhui, Br. s.s. 1,350, J. B. Harris, 23rd Mar.—Canton 22nd Mar. Gen.—B. & S.	
Tingnan, Br. s.s. 1,045, R. V. Anderson, 23rd Mar.—Canton 21st Mar. Coal.—J. M. & Co.	
Signal, Ger. s.s. 907, G. Schallier, 23rd Mar.—Saigon 18th Mar. Rice, Paddy and Meal.—J. & Co.	
Ha'dia, Nor. s.s. 1,063, G. Solberg, 23rd Mar.—Bangkok 14th Mar. Rice and Gen.—C. S. N. & Co.	
Fiume, Br. s.s. 836, H. Nelson, 23rd Mar.—Saigon 18th Mar. Rice and Flour.—Barretto & Co.	
Daiji Maru, Jap. s.s. 864, H. Murayama, 23rd Mar.—Saigon 22nd Mar. Paper, General and Eggs.—O. R. K.	
Calchas, Br. s.s. 4,278, G. A. Rodway, 23rd Mar.—Singapore 18th Mar. Gen.—B. & S.	
Antioch, Br. s.s. 5,792, A. R. Stewart, 23rd Mar.—Kutchinon 19th Mar. Gen.—B. & S.	

Clearances at the Harbour Office.

Departures.

Passengers arrived.

Passengers departed.

Shipping Report.

Slips Passed The Canal.

Arrivals at Home.

Arrivals at Hongkong.

Arrivals at Shanghai.

Arrivals at Yokohama.

Arrivals at Kobe.

Arrivals at Manila.

Arrivals at Cebu.

Arrivals at Batavia.

Arrivals at Singapore.

Arrivals at Penang.

Arrivals at Malacca.

Arrivals at Sumatra.

Arrivals at Java.

Arrivals at Borneo.

Arrivals at Celebes.

Arrivals at Moluccas.

Arrivals at Philippines.

Arrivals at Isthmus.

Arrivals at Panama.

Arrivals at Colon.

Arrivals at San Francisco.

Arrivals at New York.

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SHARE QUOTATIONS

Supplied by Messrs. E. S. Kadoorie & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS	NO. OF SHARES	VALUE	PAID UP	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT	LAST DIVIDEND	INTEREST ON DEBENTURES	CLOSING QUOTATIONS
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$1,500,000 \$1,500,000	\$2,000,819	2 1/2% for half year ending 31.12.09 @ 2 1/2% 1/2% = \$15.12	4 %	\$500 s. & ss. London, £50.
National Bank of China, Limited	99,925	7	26	\$1,000,000 \$1,000,000 \$1,000,000	\$30,558	\$2 (London 1/6) for 1909		\$76 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$1,500,000 \$1,500,000	none	\$10 for 1908	7 %	\$170 buyers
North China Insurance Company, Limited	10,000	15	25	Tls. 23,000 Tls. 23,000 Tls. 23,000	Tls. 207,575	Final of 7/6 making 15/- for 1908		Tls. 125 buyers
Union Insurance Society of Canton	12,400	\$250	\$100	\$1,000,000 \$1,000,000 \$1,000,000	\$2,454,901	Final of 1/7 making 24/- for 1907 and interim of 5/6 for 1908	5 1/2 %	\$910 sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$1,000,000 \$1,000,000	\$707,817	\$12 and bonus \$5 for 1907	7 %	\$150 buyers
FIRE.								
China Fire Insurance Company	70,000	\$100	\$20	\$1,000,000 \$1,000,000 \$1,000,000	\$375,341	\$6 and bonus \$2 for 1907	7 %	\$109 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$208,711	\$27 for 1907	8 %	\$337 1/2 ex div. b.
SHIPPING.								
China and Malacca Steamship Company, Limited	30,000	\$25	\$25	\$1,000,000 \$1,000,000 \$1,000,000	\$1,000	\$1 for 1906		\$7 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000	Nil	2 1/2% for year ending 30.6.1908		\$32 sellers
Hongkong, Canton & Amoy Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,000,000 \$1,000,000 \$1,000,000	\$20,766	Final of 5 1/2 for account 1910	8 %	\$30 1/2 sales
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	25	25	\$1,000,000 \$1,000,000 \$1,000,000	\$13,755	6/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$5. 154		\$6 1/2 buyers
Indo-China Steam Navigation Co., Ltd. (Deferred)	60,000	25	25	\$1,000,000 \$1,000,000 \$1,000,000	\$13,755	3rd in. of 2/- per sh. (coup. No. 12) making in all 4/- for '08 & interim of 1/- for ac. '09	5 %	\$5 1/2 sales
"Shell" Transport and Trading Company, Limited	2,000,000	2 1/2	2 1/2	\$1,000,000 \$1,000,000 \$1,000,000	\$61,827	\$1.00 for year ending 10.4.1909	4 %	\$25 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$1,000,000 \$1,000,000 \$1,000,000	\$1,121	\$0.50 for year ending 10.4.1909	5 1/2 %	\$14
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$1,000,000 \$1,000,000 \$1,000,000	Dr. \$5,158	\$5 for year ending 31.12.08	3 1/2 %	\$172 buyers
Khai Sang Refining Company, Limited	7,000	15	15	\$1,000,000 \$1,000,000 \$1,000,000	Dr. \$15,893	\$5 for 1897		\$50 sellers
Park Sugar Cultivation Company, Limited	7,000	Tls. 5	Tls. 50	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 6.08	Tls. 10 for year ending 31.3.09		Tls. 740 buyers
Mining.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	2 1/2	Pa. 1	\$1,000,000 \$1,000,000 \$1,000,000	48	Final of 1/6 making 2/- for 1909	7 %	Tls. 18 1/2
Headwaters Mining Company	80,000	Pa. 10	Pa. 10	\$1,000,000 \$1,000,000 \$1,000,000	none	First year		Pa. 10 buyers
Raub Australian Gold Mining Company, Limited	150,000	18 1/2	1	\$1,000,000 \$1,000,000 \$1,000,000	Dr. 24.191	No. 12 of 1/- = 48 cents		\$6 1/2 buyers
DOCKS, WHARVES & GODOWNS.								
Feewick (Gas) & Co., Limited	18,000	\$25	\$25	\$1,000,000 \$1,000,000 \$1,000,000	Dr. \$7,421	\$2.75 for year ending 31.12.08		\$10
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$55	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$10,108	None		\$60 1/2 ex div. b.
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$5	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$13,715	Interim of 5 1/2 for account 1909		\$60
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 4,367	Interim of Tls. 2 1/2 for 1910	6 1/2 %	Tls. 28 buyers
Shanghai and Hongkong Wharf Company, Limited	35,000	Tls. 1	Tls. 100	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 32,818	Final of Tls. 6 making Tls. 10 for 1908	7 %	Tls. 125
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 1	Tls. 100	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 4,134	Tls. 6 for year ending 30.12.09	5 1/2 %	Tls. 102 sellers
Central Stores, Limited	50,123	\$15	\$15	\$1,000,000 \$1,000,000 \$1,000,000	\$24,611	\$1.20 on old and 60 cents on first new issue interim of \$2.40 on old and 40 cents on		\$110 buyers
Hongkong Hotel Company, Limited	12,000	\$15	\$15	\$1,000,000 \$1,000,000 \$1,000,000	\$19,373	Interim of \$2.40 on old and 40 cents on		\$85
Hongkong Land Investment and Agency Co., Ltd.	8,000	\$1	\$1	\$1,000,000 \$1,000,000 \$1,000,000	\$27.9	Interim of 3/- for account 1909	6 1/2 %	\$101 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$1	\$1	\$1,000,000 \$1,000,000 \$1,000,000	\$27.9	Interim of 3/- for account 1909	6 1/2 %	\$81 buyers
Hampshire Estate & Finance Company, Limited	150,000	\$1	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$5,174	45 cents for 1909	5 %	\$28 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	\$1,000,000 \$1,000,000 \$1,000,000	\$59	\$2 1/2 for 1909	6 1/2 %	Tls. 105 s.
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 14,404	Interim of Tls. 3 for account 1909	8 1/2 %	\$241 sellers
West Point Building Company, Limited	12,500	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$1,958	Final of 12.5 for account 1909	8 1/2 %	\$241 sellers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 5	\$1,000,000 \$1,000,000 \$1,000,000	10,792	Tls. 12 for year ending 31.10.09	8 1/2 %	Tls. 129 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	25,000	\$10	\$1	\$1,000,000 \$1,000,000 \$1,000,000	\$9,518	50 cents for year ending 31.7.08		\$6 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 3,373	Tls. 7 1/2 for year ending 30.6.05		Tls. 66 sellers
Loon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 4,350	Tls. 6 for 1909		Tls. 75 sellers
Sey Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 15,912	Tls. 5 for 1905		Tls. 380
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12 1/2	12 1/2	\$1,000,000 \$1,000,000 \$1,000,000	25.48	15 % per share for 1908	10 %	\$10
China-Borneo Company, Limited	60,000	\$12	\$12	\$1,000,000 \$1,000,000 \$1,000,000	Nil	60 cents for 1909		\$49 ex div. b.
China Light and Power Company, Limited	50,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$61,138	50 cents for year ended 31.12.06		\$6 1/2 sellers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$1,407	80 cents for 1909	8 1/2 %	\$8 1/2 sellers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$1,000,000 \$1,000,000 \$1,000,000	\$1,891	\$1.10 for year ending 31.7.09	8 1/2 %	\$18 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$1,756	Interim of 35 cents for account 1909	10 %	\$7 1/2 sellers
H. Price & Company, Limited	12,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$670	8 cents for year ending 31.12.08	8 %	\$12
Hongkong Electric Company, Limited	60,000	\$10	\$1	\$1,000,000 \$1,000,000 \$1,000,000	\$5,195	\$1 and bonus 20 cts. for year ending 30.12.09	5 %	\$20 1/2 sales
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$1,000,000 \$1,000,000 \$1,000,000	\$7,616	Final of 3/8 for 1909	10 %	\$16 ex div.
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$8,790	Final of 3/8 making in all 5/- for 1909	8 1/2 %	\$11 sellers
Measchappij tot Mijde, Bosch- en Landbouwerij op de Landen, Limited	35,000	Gs. 100	Gs. 100	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 316,682	4th interim of Tls. 2 1/2 for 1909	6 %	Tls. 1,650 ss.
Peak Tramways Company, Limited	25,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$1,204	80 cents on fully paid shares and 5 cents on 1/- paid shares for year ending 30.4.09	6 1/2 %	\$14 1/2 buyers
Peak Tramways Company (new)	50,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	Pa. 18,640	None	3 1/2 %	\$130
Philippine Company, Limited	75,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	none	None		\$10 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 14,810	Final Tls. 5 making Tls. 8 for 1908	4 1/2 %	Tls. 550 buyers
South China Morning Post, Limited	6,000	\$25	\$25	\$1,000,000 \$1,000,000 \$1,000,000	Dr. \$31,096	None		\$25 buyers
Steam Laundry Company, Limited	20,000	\$25	\$25	\$1,000,000 \$1,000,000 \$1,000,000	363	40 cents for year ending 31.5.09	4 %	\$5 buyers
Union Waterfront Company, Limited	50,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$173	60 cents for year ending 31.12.08	5 %	\$10 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	\$1,000,000 \$1,000,000 \$1,000,000	\$343	60 cents per ord. share for year ending 31.5.09	6 1/2 %	\$12 1/2 sellers
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$4,613	Final of 30 cents for 1908	6 1/2 %	\$7 sellers
William Powell, Limited	15,000	\$7	\$7	\$1,000,000 \$1,000,000 \$1,000,000	\$782	Final of 30 cts. making 80 cts. for this year ended 30th June, 1906		\$3 ss. & b.

Intimations

COMPANIA GENERAL DE TABACOS DE FILIPINAS

ESTABLISHED IN 1882. CAPITAL, £3,000,000



"LA FLOR DE LA ISABELA"

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

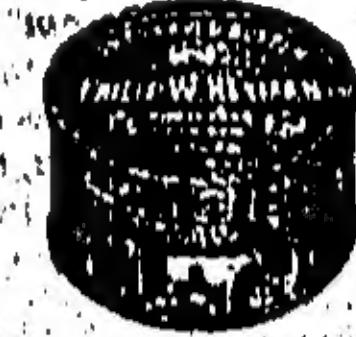
SPECIAL BRANDS:

Pigtails, Vegueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

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THE EASTERN CYCLE CO.

Have just unpacked a Large Consignment of
ENGLISH BICYCLES AND ACCESSORIES
of the best makers.

NEW BICYCLES

FOR HIRE AND SALE.

REPAIRING. All kinds of TYPEWRITERS,
SEWING MACHINES, GRAMAPHONES, PHONOGRAPHS,
and ALL SORTS OF MACHINERY.
AT THE SHORTEST NOTICE.
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Hongkong, 2nd March, 1910.

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OSMAN & CASUM,
1 & 3, D'AGUIAR STREET.JUST UNPACKED
Ladies' Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS
& FEATHERS.MUSLIN and FIGURED-VOILES.
LACE and EMBROIDERIES a specialty.
TABLE LINENS, SERVIETTES and
HOUSEHOLD LINENS.Samples on application.
Cash Port Orders carefully
executed.
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HAIR DRESSING SALOON.HAS ALWAYS ON HAND
CIGARS, CIGARETTESTOILET REQUISITES
FOR SALE
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YEE SING,
NO. 4, D'AGUIAR STREET,
MANUFACTURE WHOLESALE AND
RETAIL DEALERS
in all kinds of hand-made
DRAWN and EMBROIDERED CHINESE
LINE GRASS CLOTH, FETTER
WARE, &c.
all of the best quality.
Hongkong, 17th December, 1909.MOHIDEEN &
THANA.FINEST ASSORTED
COLLECTION
OFCEYLON
JEWELLERY

AND

GEMS
of all kinds in stock

Gold Guaranteed.

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